



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185  
E-MAIL: [mail@accma.ca.gov](mailto:mail@accma.ca.gov) • WEB SITE: [accma.ca.gov](http://accma.ca.gov)

**PLANS AND PROGRAMS COMMITTEE**

**MEETING NOTICE**

(Note time)

**Monday, September 10, 2007**

**12:00 P.M.**

ACTIA Board Room

1333 Broadway, Suite 300

Oakland, California 94612

(see map on last page of agenda)

Members:

Chair: Supervisor Scott Haggerty

Vice Chair: Mayor Mark Green

Mayor Beverly Johnson

Mayor Michael Sweeney

Vice Mayor Luis Freitas

Mayor Jennifer Hosterman

AC Transit Director Greg Harper

BART Director Tom Blalock

Staff Liaison: Frank Furger

Secretary: Gladys Parmelee

**AGENDA**

*Copies of Individual Agenda Items are Available on the CMA's Website*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

**2.0 CONSENT CALENDAR**

**Action**

**2.1 Minutes of July 9, 2007\* (page 1)**

**2.2 Deputy Directors Report\* (page 5)**

**3.0 ACTION ITEMS**

**3.1 Central County Freeway Study: Approval of LATIP\* (page 13)**

**Action**

It is recommended that the Board approve Board Resolution 07-030, which approves the attached Financially Unconstrained Local Alternative Transportation Improvement Program (LATIP) Project list. This approval is contingent upon approval by the Alameda County Transportation Authority (ACTA) Board of Directors, substantially in the same form attached. The Central County Freeway Study Policy Advisory Committee (PAC) approved the Financially Unconstrained LATIP at their meeting on July 18, 2007 as did the San Leandro City Council on July 16, 2007, the Hayward City Council on July 24, 2007, and the Alameda County Board of Supervisors on July 24, 2007.

### **3.2 Regional Measure 2 (RM2) Program:**

#### **3.2.1 I-580 Tri-Valley Rapid Transit Corridor Improvements, Subproject 32.1d: EB I-580 HOV Lane: Request for Allocation\* (page 21)** **Action**

It is recommended that the Board approve the following actions in support of delivering Subproject 32.1d: Eastbound I-580 HOV Lane during the construction phase.

1. Approve Board Resolution 07-032 required for Metropolitan Transportation Commission (MTC) to allocate Regional Measure 2(RM2) funds and approve the updates of the Initial Project Report (IPR) for the Subproject 32.1d: Eastbound I-580 HOV Lane requesting \$500,000 in allocations of RM2 funds to repackage the bid package into smaller contracts.
2. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the subproject.

#### **3.2.2 I-880 North Safety Improvements, Project 30.1: Request for Allocation\* (page 29)** **Action**

The I-880 North Safety Improvement Project has RM2, STIP, and federal programming. CMA staff is in the process of meeting with the City of Oakland and Caltrans to determine a project implementation plan. Staff proposes to present options to the committee on September 10<sup>th</sup> on how to proceed, including recommendations on allocation/authorizations of funds that may be required from the Board.

#### **3.2.3 Project 29 °V Route 84 Westbound HOV On-Ramp Project Close Out Request and Amend Funding Plan Resolution for RM2 Project 29\* (page 33)** **Action**

It is recommended that the Board approve the following actions in support of delivering RM2 Project 29, Regional Express Bus Service for Bridge Corridors.

1. Approve attached Resolution 07-031 to close out RM2 Project 29.2, the Route 84 Westbound HOV On-Ramp Project.
2. Approve Resolution 07-033 which updates the funding plan for sub-elements of RM2 Project 29.

### **3.3 Transportation Fund for Clean Air (TFCA) Program: Extension Request BART°¶s Electronic Bicycle Locker Project (05ALA01)\* (page 43)** **Discussion/Action**

It is recommended that the Board approve BART°¶s request for an extension to the expenditure deadline for the Electronic Bicycle Locker Project funded by the Transportation Fund for Clean Air (TFCA) Program Manager Funds. The request would extend the expenditure deadline from November 2, 2007 to December 31, 2008. ACTAC is scheduled to consider this item at their September 4<sup>th</sup> meeting.

#### **4.0 DISCUSSION OR INFORMATION ITEMS**

##### **4.1 State Transportation Improvement Program (STIP):**

##### **4.1.1 2008 STIP Application Summary\* (page 47)**

**Information/Discussion**

The Plans and Programs Committee is requested to review the attached summary of applications received for the 2008 STIP. A total of 37 applications were received, requesting a total of approximately \$424M in funding. ACTAC is scheduled to review this information on September 4<sup>th</sup>. A draft 2008 STIP program of projects is scheduled to be brought before the committees and Board in October.

##### **4.1.2 Fiscal Year 2007/08 Status Report\* (page 49)**

**Information/Discussion**

Staff will provide information on the approved state budget and how it may affect the State Transportation Improvement Program (STIP) in 2007/08. During the lengthy FY 2007/08 state budget negotiations, the CMA requested sponsors of projects with STIP funding programmed in FY 2007/08 to provide their anticipated dates for both submitting their allocation request and receiving their CTC allocation vote. A summary of the anticipated dates are attached.

†

#### **5.0 ADJOURNMENT/NEXT MEETING: MONDAY, October 8, 2007**

- (#) All items on the agenda are subject to action and/or change by the Committee
- \* Attachments enclosed
- \*\* Materials will be available at the meeting.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH  
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

**PLANS AND PROGRAMS COMMITTEE  
MINUTES OF JULY 9, 2007  
OAKLAND, CA**

Chair Haggerty convened the meeting of the Plans and Programs Committee at 12:00 p.m. The roster of attendance is attached.

**1.0 PUBLIC COMMENT**

There were no comments.

**2.0 CONSENT CALENDAR**

**2.1 Minutes of June 11, 2007**

**2.2 Deputy Directors' Report**

A motion was made by Starosciak to approve the Consent Calendar; a second was made by Green. The motion passed unanimously.

**3.0 ACTION ITEMS**

**3.1 Draft 2007 Congestion Management Program**

Suthanthira requested that the Committee recommend the Board approve the Draft 2007 Congestion Management Program and authorize staff to circulate it for comment. She advised the Committee that substantive changes to all of the chapters with the exception of Chapter 7 Capital Improvement Program have been reviewed by the Committee. The Capital Improvement Program will be completed at the conclusion of the 2008 STIP process. The final 2007 CMP will be scheduled for action, including a public hearing, in the fall to meet MTC's deadline. A motion was made by Green to forward the Draft 2007 Congestion Management Program to the Board for action; a second was made by Freitas. The motion passed unanimously.

**3.2 2008 STIP Principles and Guidelines**

Todd requested that the Committee recommend that the Board review and approve the final 2008 STIP Principles and Guidelines. A motion was made by Green to forward the 2008 STIP Principles and Guidelines to the Board for approval; a second was made by Hosterman. The motion passed unanimously.

**3.3 Coordinated Bicycle and Pedestrian Program**

Bhat requested that the Committee recommend that the Board approve programming of \$44,800 of additional available Regional Bike and Pedestrian Program (RBPP) funds to Bay Trail Gap Closure - Derby to Lancaster project. A motion was made by Starosciak to forward the Coordinated Bicycle and Pedestrian Program to the Board for approval; a second was made by Freitas. The motion passed unanimously.

**3.4 Countywide Transportation Plan Update**

Walukas requested that the Committee provide input on the agenda for the CMA Board workshop on the update of the Countywide Transportation Plan. It is recommended that the workshop focus on the schedule, preliminary budget for the planning areas and high priority projects. A motion was made by Freitas to approve the workshop agenda, schedule and topics of discussion; a second was made by Hosterman. The motion passed unanimously.

### **3.5 Transit Oriented Development Quarterly Report**

Stark requested that the Committee recommend the Board approve the Draft Transit Oriented Development (TOD) Quarterly Fund Monitoring Report and status of TOD projects. The report provides project and funding status for the eight Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, and Warm Springs. It also provides updates of two TOD projects that are not in the CTP: South Hayward and Fruitvale Phase II. A motion was made by Starosciak; a second was made by Freitas. The motion passed unanimously.

### **3.6 Allocation Request for Developing Tools for Improving Truck Demand Models in Congestion Management Agency Settings**

Walukas advised the Committee that the CMA received a \$240,000 California Department of Transportation Planning Grant to develop tools for improving truck demand models in Congestion Management Agency settings. The project will be initiated this fall pending approval of the State budget. Walukas requested that the Committee recommend the Board approve programming of \$60,000 to provide the required 20% match for this project. The match would be provided through \$30,000 in CMA TIP funds and \$30,000 in in-kind staff services. A motion was made by Harper to forward staff recommendations to the Board for action; a second was made by Johnson. The motion passed unanimously.

### **4.0 DISCUSSION OR INFORMATION ITEMS**

There were no reports.

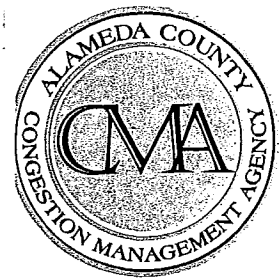
### **5.0 ADJOURNMENT/NEXT MEETING: MONDAY, September 10, 2007**

Chair Haggerty adjourned the Committee meeting until Monday, September 10, 2007 at 12:00 p.m. at CMA Office in the CMA's Committee Meeting Room located at 1333 Broadway, Suite 220, Oakland, California.

Attest By:



Christina Muller, Board Secretary



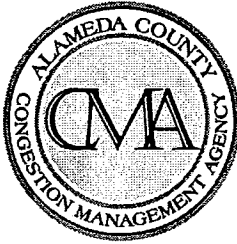
ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

PLANS AND PROGRAMS COMMITTEE  
ROSTER OF ATTENDANCE  
JULY 9, 2007  
CMA BOARD ROOM  
OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Christine Nuhle	stff	510 836 2560	cnuhle@accma.ca.gov
2. Zolt Levenson	WRG + D		
3. ANTONIA TADPOGNI	WRG + D		
4. Jennifer Hesterman			
5. Louis C. Freitas	city of Newark		
6. Scott Haggerty	510 272 6611	SCOTT.HAGGERTY@ACCMA.CA.GOV	
7. Mark S. Gandy	DBS		
8. Joyce Starosciah	City of San Leandro	510 351-5876	jstarosciah@ci.san-leandro.ca.us
9. Bob Harper	HC Trans		
10. Beverly Johnson	Alameda Bldg		Alameda CA 945
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			

*This page intentionally left blank.*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

---

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

September 10, 2007  
Agenda Item 2.2

Memorandum

Date: August 30, 2007

To: Plans and Programs Committee

From: Frank Furger, Chief Deputy Director

Subject: Deputy Director's Report

**Central Alameda County Freeway Study** – The TAC met on July 25<sup>th</sup> to discuss the project schedule and modeling efforts and August 29<sup>th</sup>, 2007 to discuss preliminary evaluation results of the five alternative packages. Two TAC meetings will be held in September: September 14<sup>th</sup> at 10 a.m. and September 25<sup>th</sup> at 2:00 p.m. both in the City of Hayward. The next PAC meeting is being set for early October. The Financially Unconstrained Local Alternative Transportation Improvement Package (LATIP) was approved by the PAC on July 18<sup>th</sup>, the City of San Leandro on July 16<sup>th</sup>, and the City of Hayward and the Alameda County Board of Supervisors on July 24<sup>th</sup>. It is being considered for ACTA and CMA Board approvals at their September 27<sup>th</sup> meetings. The Financially Unconstrained LATIP will be submitted to CTC in early October along with Caltrans' Notice of Intent to Rescind the SR 238 right-of-way and a strategy for disposing of the excess right-of-way.

**MTC's Lifeline Transportation Program** –The Oakland Library Shuttle will begin in August, Ed Roberts Campus is planning to begin construction in 2008, and the County is in the process of acquiring right of way for East Lewelling Road in Central County. The other two Lifeline-funded projects began bus service in January (AC Transit-Hayward and LAVTA-Livermore). The five projects total \$4.9 million.

**I-880 Corridor System Management Study** – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented. The performance evaluation was completed in early 2006. Due to continued delays associated with the microsimulation model, the subcontractor responsible for the microsimulation model was replaced. The new subcontractor started working on the microsimulation model in Jan 07 and recently completed the Base Year Model Calibration. A stakeholder meeting is being planned in the third week of September.



**Safety and Operational Improvements at I-880/29th** –This project has been recommended by MTC for the Trade Corridors bond program. A Draft Project Study Report has been prepared. Staff is working with Caltrans and responding to comments on the draft PSR.

**I-880 SB HOV Lane Extension (98<sup>th</sup> Ave to Marina)** – A Draft PSR has been prepared. Staff has submitted a final draft for Caltrans consideration. The project has received \$94.6M in CMIA programming for the construction phase. The CMIA Baseline plan has been submitted and executed. The PSR is complete. Staff is negotiating a scope of work that will initiate the environmental process.

**San Pablo Rapid Bus Stop Improvements** - The CMA is taking the lead in implementing approximately \$2.2 million in improvements to the Rapid Bus stops funded through AC Transit and Measure B. The design of the improvements has been completed as well as the RFQ. The firm TRS was selected on March 9<sup>th</sup> for the San Pablo Rapid Bus Stop Improvements project. CMA advertised the project and received one bid on July 19<sup>th</sup>, 2007 from Vanguard Construction. CMA Board authorized the Executive Director to award and sign a contract with the lowest, responsible, responsive bidder on July 26<sup>th</sup>, 2007. The Engineers Estimate for this project is \$1.4 million and the bid was higher than the engineering estimate due to traffic control and additional electrical work. AC Transit has obtained the additional funding from ACTIA and has issued a letter of NTP to CMA. Staff is in process of negotiation with Vanguard construction to reduce the cost. The construction will begin in mid September and should be completed by December 2007.

**SMART Corridors Program** – CMA's SMART Corridors partnership includes 29 public agencies. CMA also provides video and traffic data to public and transportation managers in real-time. The budget for the Operations and Maintenance of this program was approved by the Board in June for the upcoming fiscal year. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with the City of Oakland and the Alameda County Public Works Agency on Transportation Management Centers (TMC). CMA and AC Transit are also working together to deliver projects related to Transbay service such as installing WiFi on buses and installation of LED displays at the Transbay terminal. The LED display project has been completed and the installation of WiFi on the buses has been extended to accommodate AC Transit for additional 12 buses. Timing adjustments on 115 traffic signals along the San Pablo SMART Corridor including crossing arterials is currently under way and funded through the MTC Regional Traffic Signal Program. CMA is leading the efforts on behalf of all project partners along San Pablo Corridor in Alameda and Contra Costa Counties.

**Bus Rapid Transit on International/Broadway/Telegraph Corridor** – CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of new Bus Rapid Transit operation in this Corridor. CMA staff has secured three separate TFCA grants totaling \$1.8 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC.

Construction on all segments for the base contract items is complete. Additional work requested and funded by AC Transit is under way and is close to completion. The construction of 20<sup>th</sup> Street/Uptown transit improvements is 100% complete. This project is completed and the service Started by AC Transit is June 24<sup>th</sup>. The CMA Board accept the completed construction contract for the Telegraph segment of the E 14<sup>th</sup>/International Boulevard/Telegraph Avenue SMART/Rapid Bus Corridor through adoption of Resolution 07-022 on July 26<sup>th</sup> 2007.

**Grand/MacArthur Corridor Transit Enhancements-** CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2 (RM-2). A component of this project is the transit enhancements along the Grand/MacArthur Corridor potentially starting at Eastmont Mall and extending to the Transbay terminal in San Francisco. The work is being coordinated with the City of Oakland and Caltrans. In addition to the RM2 funds, there is also a \$205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority (TSP) components in the corridor and \$340,000 federal Earmark. The CMA Board also provided an additional \$500,000 in CMAQ funds in June 2006. The cost of improvements for the entire corridor is estimated at over \$30 million. The current funding of about \$4.56M would only allow completion of 12 intersections with no SMART Corridors components such as Closed Circuit TV (CCTV) cameras and speed and volume monitoring stations. Additional segments of work will be designed and packaged for construction as funding permits. Construction is expected to start August 2007 for the intersections currently funded. AC Transit is seeking additional funds that would cover additional intersections and for a more complete project that could include geometric and structural improvements, which would require a more detail environmental study/document. Construction will start in Winter of 2007. The work consists of traffic signal modifications and SMART Corridor improvements

**Integrated Corridor Management Initiative** - The U.S. Department of Transportation (DOT) is sponsoring the Integrated Corridor Management (ICM) Initiative to improve safety and mobility, and to advance the development and deployment of ICM systems throughout the United States. The goal of the initiative is to develop and provide the organizational guidance, operational capabilities, and Intelligent Transportation System (ITS) technical methods needed for effective integrated corridor management. The East Bay SMART Corridors is a good example of using ITS approach in allowing integrated corridor management. MTC in conjunction with Caltrans and Alameda County CMA has received \$195,000 award to prepare a Concept of Operations Report for the I-880 Corridor. This corridor is among eight selected corridors in the nation for potential award of up to \$10 million for an Integrated Corridor Management Plan. The corridor extends from Bay Bridge to Santa Clara County. MTC will be contracting with UC Berkeley's PATH and four sub-contractors to prepare the Concept of Operations Report. It is expected that this effort will take approximately 20-weeks. CMA is expected to participate in the effort as an advisory/project stakeholder role.

**I-80 Integrated Corridor Management Project** – The California Transportation Commission (CTC) has programmed \$55.3 million for the construction of the freeway

elements of this project but did not provide project development funds for this project. The CMA in coordination with the Contra Costa Transportation Authority (CCTA) has identified \$8.1 million for project development.

On April 26, 2007 CMA Board authorized the programming of \$3.8 million (47%) for the project development. The Contra Costa County funds totaling \$4.3 million (53%) include \$954 thousand available for allocation in July (See Board Agenda Item 6.4.2). A request for proposals (RFP) for the Phase I System Integrator/Manager was issued on May 18, 2007. One proposal was received, from Kimley-Horn and Associates. Staff is negotiating with Kimley-Horn and Associates, Inc., for their professional services related to the I-80 Integrated Corridor Mobility (ICM) project.

**Route 84 HOV – Dumbarton Corridor** – Caltrans has completed the design of the project. Caltrans and the CMA have executed the Cooperative Agreement that allows Caltrans to advertise and administer the project construction contract. The CMA will have a project delivery team member on the construction management team. The contract is scheduled to be advertised in the fall.

**I-680 Southbound HOV Lane Project** – The CMA is partnering with Caltrans on the design of this project, with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the Smart Lane components. Construction funds are programmed in the STIP for FY 2007/08.

**I-680 SMART Carpool Lane project** – The 95% design for the Smart Lane was submitted to Caltrans. The Smart Lane roadway improvements are being combined with the I-680 HOV Lane. Caltrans has determined that the bid package will be split into 3 segments; the bid package for the electronic toll system will consist of a fourth package and will be managed by the CMA on behalf of the Sunol Smart Carpool Lane JPA. The development of the RFP for the Integrator continued. A letter of agreement on the roles and responsibilities for Caltrans and the CMA was signed. The JPA is scheduled to meet on September 21<sup>st</sup> in Oakland.

**Dumbarton Rail Corridor** – In July, the MTC Commission approved an allocation of \$6.27M to advance preliminary engineering design work and additional environmental reviews. The Policy Advisory Committee (PAC) met on July 24 and approved the enhanced bus alternative (TSM) which incorporates BRT features for the proposed bus option in the corridor. The PAC also approved the rail alternatives and project phasing options for the environmental review process. The environmental studies are underway after a delay due to the decision on the alternatives and phasing options. Staff is evaluating the project budget and schedule and will provide an update at the PAC meeting on October 23, 2007.

**BART to Warm Springs** – The project team has begun detailed design for the advanced Subway Contract. Advertisement for construction of the Subway Contract is scheduled for June 2008. It will be followed by advertisement for design-build construction of the remainder in spring of 2009 depending upon a full funding package. BART received

CTC approval in June for an allocation of \$19M in TCRP funds for project design. A further allocation request will be submitted this fall for acquisition of the remaining right-of-way. Activities in support of acquisition of property rights, agreements and permits, and resolution of outstanding project issues are all on-going.

**BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC)** –Sixty-five percent project design, station area planning, financial analysis, and preparation of the federal environmental document are moving forward through December 2008. FTA determined that the travel forecast model is functioning appropriately. The Draft EIS is expected to be available for public review in September 2008, with the Final EIS to be circulated in Spring 2009.

**I-580 Tri-Valley Corridor Improvements I-580 TMP Project** – This project is currently under construction, with an anticipated completion date in late fall of 2007. When completed, the project will assist with traffic management during construction of I-580 improvements; provide a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program; and provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express buses.

**I-580 Livermore Sound-wall Project** – This project is currently under construction, with an anticipated completion date in late summer 2007. The project provides the adjacent community with a sound-wall along the north edge of I-580 just east of First Street in Livermore.

**I-580 EB HOV Lane Project** –After receiving the approved biological opinion from US Fish and Wildlife Serviced, the CMA consultant submitted the draft final environmental document to Caltrans for review before it could be released. Approval of the environmental document is anticipated in November, 2007. Upon approval of the environmental document CMA's design consultant will proceed with the final design of the project. In order to receive competitive bidding and meet the CMIA schedule, the CMA is in the process of repackaging the PS&E package into smaller construction contracts.

**I-580 Corridor ROW** – The CMA is finalizing an agreement with ACTIA to provide funding for the preparation of a programmatic environmental document to establish and acquire right of way in the 580 corridor sufficient for a future median transit corridor and full standard freeway facilities. CMA and ACTIA are in the process of responding to an issue raised by the Citizens Watchdog Committee (CWC) regarding the Expenditure Plan of Measure B for this project. Upon completion of the CWC process and the execution of the funding agreement, the CMA will begin discussions with Caltrans to establish a partnership for this project.

**I-580/I-680 Interchange Modifications** – The CMA is partnering with Caltrans to complete a Project Study Report (PSR-PDS) for the I-580/I-680 Interchange. The consultant team is proceeding with preparation of the draft report. The PSR is anticipated to be completed in 2007.

I-580 WB HOV Lane Project – This project received \$101.7 million in CMIA bond funding. MTC has approved an RM2 allocation to begin the project development phase for this project. Consultant began preparing the environmental document and preliminary engineering. Staff is finalizing the cooperative agreement with Caltrans to define the partnering roles for the various project phases. Staff anticipates approval of the Project Study Report by summer of 2007.

I-580 WB Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road, and from Fallon Road to Tassajara Road. ACTIA is the lead agency for the environmental phase, and is performing an initial assessment of environmental clearance requirements. ACTIA is preparing an RFP to hire consultant to prepare the environmental document and preliminary engineering.

An additional auxiliary lane is being considered for this project in the westbound direction between Vasco Rd. and First St. in Livermore, pending identification of funding in cooperation with the City of Livermore.

I-580 HOT Lane – The consultant team meet with the public works staff from the local agencies to review the preliminary options to be evaluated for freeway operations and revenue generation. The travel demand and operations models have been calibrated and validated. The consultants have completed the following technical memos: purpose and need, civil engineering requirements/options, identification of measures of effectiveness, and existing conditions. The studies are expected to be completed in late September.

**Ardenwood Park & Ride Lot Project** – In cooperation with AC Transit, this project adds 300 new parking spaces to an existing park-and-ride lot near the Route 84 / Ardenwood Boulevard Interchange in Fremont. The design consultant is preparing project plans (currently at the 65% milestone) concurrent with right of way acquisition activities. CMA facilitated acquisition of privately owned parcels by AC Transit.

**I-680/I-880 Cross Connector Project** – CMA staff held initial meetings with City of Fremont staff. City of Fremont requested additional alternatives be considered and ACTIA concurred. CMA staff will work with ACTIA and Fremont to revisit the project scope and include the additional alternatives and propose a new project schedule.

**I-580 Sound Wall Design – San Leandro and Oakland** - The design process is underway. The CMA is discussing soundwall material options with the City of San Leandro and Caltrans staff.

**Berkeley/Oakland/San Leandro BRT** – The Final EIS/EIR is being prepared.

**Transportation and Land Use Program** –MTC's Planning Committee is compiling funding agreements for the next two years to continue the program, which includes providing support to MTC and continuing to provide technical assistance to local jurisdictions and sponsors of transit oriented development projects.

**Community Based Transportation Plan: East Oakland**– The Central and East Oakland CBTP is compiling and analyzing the results of the community outreach. Approximately, 1,500 surveys have been completed by local residents.

**Guaranteed Ride Home Program** –Four new employers and 28 employees enrolled in the program in the most recent month. A total of 4,471 employees and 154 employers are actively registered in the program. Ten trips were taken in the most recent month. The average cost per taxi trip is \$82.33 and the average trip length is 39.04 miles. The average trip distance for a rental car ride is 91 miles. Using rental cars save \$77 per ride.

**Caltrans Planning Grants** – In October 2006, the CMA submitted three planning grant applications. In June, the CMA was notified that it was awarded funding for one of the two applications submitted that focused on freight travel in Alameda County. The CMA was awarded \$240,000 for Developing Tools for Improving Truck Demand Models in Congestion Management Agency settings. A request for proposal is anticipated to be released in December after the appropriate funding agreements have been signed with MTC. Notification on the third application, for a countywide community based transportation plan, is still pending.

#### **2008 Countywide Transportation Plan Update**

A call for projects for the Financially Constrained component of the Countywide Transportation Plan was sent out on July 31, 2007. Applications were due to the CMA on August 22, 2007. Planning area meetings for the elected officials are being set up for the month of September.

***This page intentionally left blank.***



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

---

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*September 10, 2007*  
*Agenda Item 3.1*

**Date:** August 30, 2007

**To:** Plans and Programs Committee

**From:** Beth Walukas, Manager of Planning

**Subject:** Central Alameda County Freeway Study: Approval of the Financially Unconstrained Local Alternative Transportation Improvement Program (LATIP)

**Action**

It is recommended that the Board approve Board Resolution 07-030, which approves the attached Financially Unconstrained Local Alternative Transportation Improvement Program (LATIP) Project list. This approval is contingent upon approval by the Alameda County Transportation Authority (ACTA) Board of Directors, substantially in the same form attached. The Central County Freeway Study Policy Advisory Committee (PAC) approved the Financially Unconstrained LATIP at their meeting on July 18, 2007 as did the San Leandro City Council on July 16, 2007, the Hayward City Council on July 24, 2007, and the Alameda County Board of Supervisors on July 24, 2007.

**Next Steps**

- Submit the Financially Unconstrained LATIP to the California Transportation Commission (CTC) for consideration at their November 2007 meeting along with Caltrans' Notice of Intent for Rescission of the Route 238 Hayward Bypass project and a strategy for the disposal of the State-owned right-of-way associated with the Route 238 Hayward Bypass.
- Continue work on the Central County Freeway Study to develop a final prioritized LATIP list for local (City of San Leandro, City of Hayward, Alameda County Board of Supervisors) and Policy Advisory Committee approval in November and December 2007 and ACTA and ACCMA Boards approval in January 2008.
- Submit a final prioritized LATIP to the California Transportation Commission in January 2008 for consideration at their March meeting along with Rescission of the Route 238 Hayward Bypass.
- Begin selling the excess State right-of-way associated with the Route 238 Hayward Bypass once the Route 238 Hayward Bypass is formally rescinded.



## **Discussion**

Senate Bill 509 was signed into law in September 2004 and amended by Assembly Bill 1462 in October 2005. These two bills provide for the use of revenues from the sale of excess property on State Route 238 Hayward Bypass to fund a LATIP, subject to approval by the CTC. The deadline for approval of the LATIP stipulated in AB 1462, is no later than July 1, 2010.

In December 2005, the ACTA Board adopted Amendment No. 1 to the 1986 Expenditure Plan for the Replacement Project of the Route 238 Hayward Bypass which deleted the Route 238 Bypass from the Measure and funded four projects one of which is the Central County Freeway Study. Amendment No. 1 to the Expenditure Plan programmed \$5.0 million for the Central County Freeway Study and named the ACCMA as co-sponsor for the project. ACCMA is leading the Central County Freeway Study effort.

The purpose of the Central County Freeway Study is to develop a prioritized list of state highway projects in the same corridors (I-238, I-880, and I-580) that would have benefited from the Hayward Bypass and that can be constructed in the next five to ten years. This prioritized list will form the LATIP which needs local support and approval by CTC at two junctures: the Financially Unconstrained LATIP (November 2007) and the prioritized final LATIP (March 2008).

The Policy Advisory Committee (PAC), consisting of the representatives from the Cities of San Leandro and Hayward, Alameda County and Caltrans, has been working on developing the Financially Unconstrained LATIP and the prioritized LATIP. The PAC has reviewed and identified projects for consideration in the Financially Unconstrained LATIP, which will be used to define the final prioritized LATIP. The PAC approved the Financially Unconstrained LATIP at their meeting on July 18, 2007. Local support for the Financially Unconstrained LATIP, in the form of adopted resolutions, was obtained from the San Leandro City Council on July 16, 2007, the Hayward City Council on July 24, 2007, and the Alameda County Board of Supervisors on July 24, 2007. The ACTA Board of Directors is considering approval of the Financially Unconstrained LATIP at their September 27, 2007 meeting.

Attached to this staff report is a map showing the location of the Financially Unconstrained LATIP projects accompanied by a table summarizing project descriptions and project costs. It should be noted that the project costs represent the total project costs and do not yet identify other funding sources beyond the LATIP that may partially fund the projects. The funding sources needed to fully fund each project will be addressed with the approval of the final prioritized LATIP. More detailed descriptions, sketches, and cost estimates are documented in a Technical Memorandum and are available upon request. Currently there are 21 projects on the Financially Unconstrained Project list estimated to cost \$600 million.

Concurrently, Caltrans has begun the process of rescinding the Route 238 Hayward Bypass, which will allow the Route 238 Hayward Bypass right-of-way to be sold. The LATIP needs to be approved by the CTC by the time Caltrans begins selling the right-of-way purchased for the Route 238 Hayward Bypass or the funds will revert to the State Highway Account, and will not

be exclusively available for projects in Central Alameda County. The excess right-of-way is estimated at approximately \$260 million.

If approved, the Financially Unconstrained LATIP will be submitted to the CTC for consideration for acceptance at their November 7, 2007 meeting along with Caltrans' Notice of Intent for Rescission of the Route 238 Hayward Bypass project and a strategy for the disposal of the State-owned right-of-way associated with the Route 238 Hayward Bypass. The CTC has requested a briefing on the background and history of the LATIP process at their September 19 - 20, 2007 meeting. At the September meeting, ACCMA and Caltrans will present an overview of the LATIP development and approval process, Route 238 Hayward Bypass rescission process and right-of-way disposal strategy as well as a proposed schedule.

In the meantime, staff continues to collaborate with its partner agencies in developing the prioritized final LATIP by October 2007. This information will be brought back to the PAC, the Cities of Hayward and San Leandro and Alameda County in November and December 2007 for consideration of approval. It will then go to the ACTA and ACCMA Boards for consideration of approval in January 2008. If approved, the prioritized final LATIP will be submitted to the CTC for adoption at their March 2008 meeting. This is the same meeting where the Commission will rescind the Route 238 Hayward Bypass, which will allow the excess right-of-way to be sold.

There are two additional items associated with the above actions that will be addressed concurrently and they are:

- The Consent Decree, which addresses how the property owners would be accommodated if the Hayward Bypass were being pursued, is being handled by Caltrans and the City of Hayward with the appropriate parties to ensure that there is closure of the issue so that it does not impact the approval of the LATIP; and
- Dismissal of past litigation regarding the Hayward Bypass Project in Federal Court once the rescission of Route 238 is approved. (Caltrans will file this)

#### **Financial Impact to the CMA**

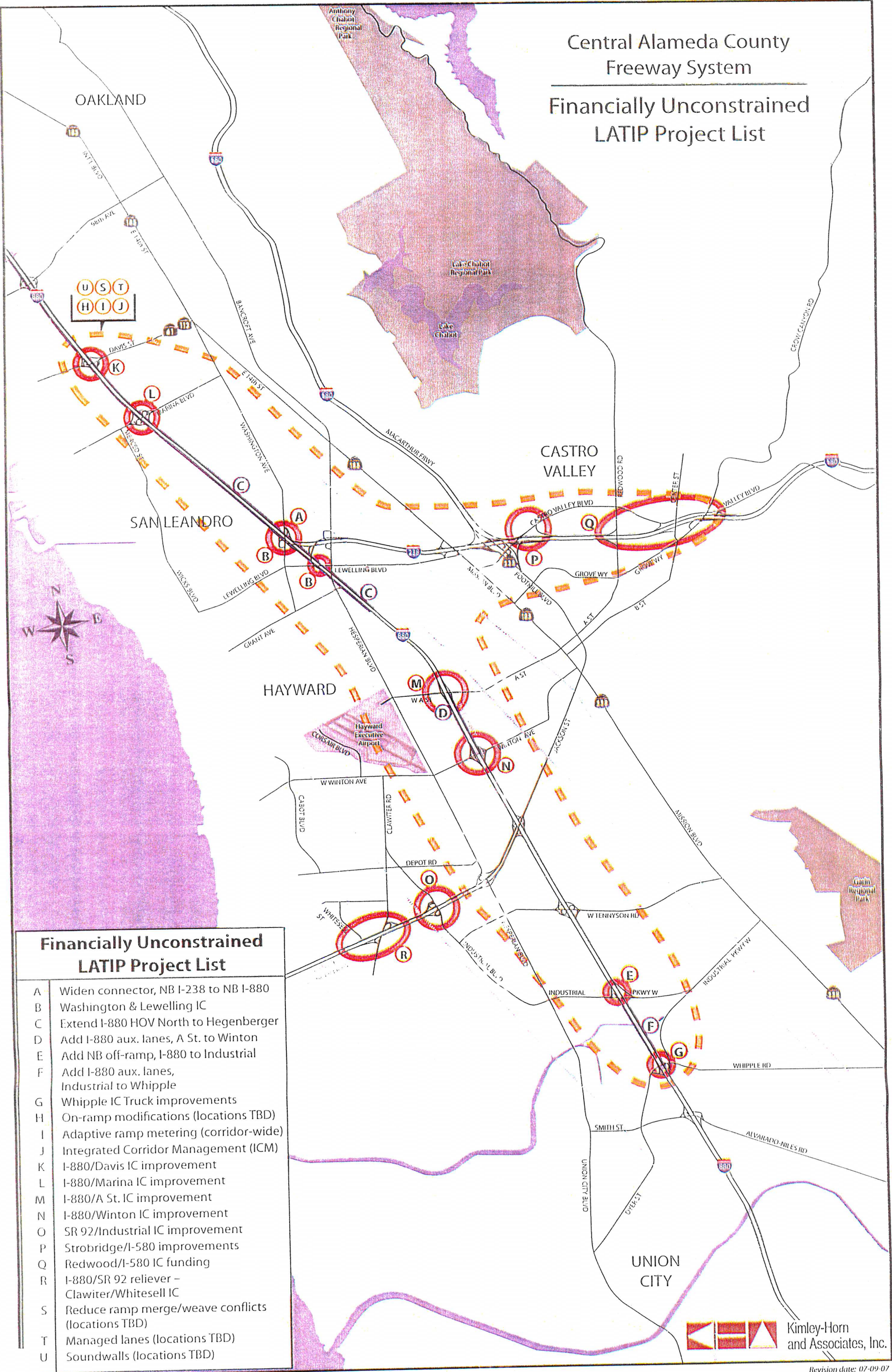
There is no fiscal impact associated with this item.

**Summary of Project Descriptions and Costs for the  
Financially Unconstrained Local Alternative Transportation Improvement Program  
(LATIP)**

<b>Improvement Name</b>	<b>Total Project Cost (1)</b>
A and B – Washington/I-880/I-238 Interchange Improvements	\$49.0 million
C – Extend Northbound I-880 High Occupancy (HOV) Lanes	
C.1 – North of Washington	\$64.0 million
C.2 – South of Washington (southern limit is north of Hacienda)	\$91.5 million
D – I-880 Auxiliary Lanes, Paseo Grande to Winton Avenue	\$32.5 million
E – I-880/Industrial Parkway West Interchange	\$41.0 million
F – I-880 Auxiliary Lanes, Whipple Road to Industrial Parkway West	\$19.5 million
G – I-880/Whipple Road Interchange	\$13.5 million
H – On-ramp Modifications to Channel and Merge Traffic	\$25.0 million
I and J – Central Alameda County Integrated Corridor Mobility Program (including Adaptive Ramp Metering)	\$13.0 million
K – I-880/Davis Street Interchange	\$22.0 million
L – I-880/Marina Boulevard Interchange	\$33.0 million
M – I-880/West A Street Interchange	\$27.0 million
N – I-880/West Winton Avenue Interchange	\$25.0 million
O – Route 92/Industrial Boulevard Interchange	\$6.0 million
P – I-580/Strobridge Off-ramp Modification	\$21.0 million
Q – I-580/Redwood Road Interchange	\$33.0 million
R – I-880/Route 92 Reliever – Clawiter/Whitesell Interchange	\$52.0 million
S – Reduce Freeway Ramp Merge/Weave Conflicts	\$10.0 million
T – I-880 Managed Lanes	\$10.0 million
U – Soundwalls	\$10.0 million
<b>TOTAL</b>	<b>\$598.0 million</b>
(1) Project costs represent total costs and do not include offsets that may be available from other funding sources.	

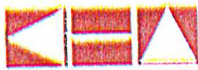


# Central Alameda County Freeway System Financially Unconstrained LATIP Project List



## Financially Unconstrained LATIP Project List

- A Widen connector, NB I-238 to NB I-880
- B Washington & Lewelling IC
- C Extend I-880 HOV North to Hegenberger
- D Add I-880 aux. lanes, A St. to Winton
- E Add NB off-ramp, I-880 to Industrial
- F Add I-880 aux. lanes, Industrial to Whipple
- G Whipple IC Truck improvements
- H On-ramp modifications (locations TBD)
- I Adaptive ramp metering (corridor-wide)
- J Integrated Corridor Management (ICM)
- K I-880/Davis IC improvement
- L I-880/Marina IC improvement
- M I-880/A St. IC improvement
- N I-880/Winton IC improvement
- O SR 92/Industrial IC improvement
- P Strobbridge/I-580 improvements
- Q Redwood/I-580 IC funding
- R I-880/SR 92 reliever – Clawiter/Whitesell IC
- S Reduce ramp merge/weave conflicts (locations TBD)
- T Managed lanes (locations TBD)
- U Soundwalls (locations TBD)



Kimley-Horn  
and Associates, Inc.

Revision date: 07-09-07



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 07-030  
RESOLUTION APPROVING THE FINANCIALLY UNCONSTRAINED LOCAL ALTERNATIVE  
TRANSPORTATION IMPROVEMENT PROGRAM (LATIP)

WHEREAS, Senate Bill 509 was signed into law in September 2004 and amended by Assembly Bill 1462 which was signed into law in October 2005, both of which provide for the use of revenues from the sale of excess property on State Highway 238 to fund a Local Alternative Transportation Improvement Program (LATIP) subject to approval by the California Transportation Commission; and

WHEREAS, in December 2005 the Alameda County Transportation Authority adopted Amendment No. 1 to the Alameda County Transportation Expenditure Plan dated August 1986 to delete the Route 238 Hayward Bypass from the Expenditure Plan and to fund four projects one of which is the Central Alameda County Freeway System Operational Analysis (Central County Freeway Study); and

WHEREAS, the Central Alameda County Freeway Study will result in a prioritized list of state highway projects that will provide congestion relief in the same corridors (I-880, I-238, and I-580) that would have benefited from the Route 238 Hayward Bypass; and

WHEREAS, this prioritized project list will form the Local Alternative Transportation Improvement Program (LATIP); and

WHEREAS, the Policy Advisory Committee representing the communities of San Leandro, Hayward, Alameda County, and Caltrans in the Central County Freeway Study area have reviewed and identified projects for consideration in the Financially Unconstrained LATIP which will be used to define the final prioritized LATIP; and

WHEREAS, Caltrans has begun the process of rescinding the Route 238 Hayward Bypass which will allow the excess right-of-way to be sold; and

WHEREAS, the final prioritized LATIP must be approved by the California Transportation Commission by the time the excess right-of-way is sold or the funds from the sale of the right-of-way will revert to the State Highway Account and will not be exclusively available for projects in Central Alameda County; and

WHEREAS, in order for the LATIP to be approved by California Transportation Commission, local area support for the LATIP must be demonstrated by the Cities of San Leandro and Hayward, Alameda County, the Alameda County Congestion Management Agency and Alameda County Transportation Authority, and

WHEREAS, this local support must be demonstrated by September 2007 for the Financially Unconstrained LATIP and January 2008 for the final prioritized LATIP; and

WHEREAS, the Central County Freeway Study Policy Advisory Committee approved the Financially Unconstrained LATIP on July 18, 2007, the San Leandro City Council approved on July 16, 2007, the Hayward City Council approved on July 24, 2007, and the Alameda County Board of Supervisors approved on July 24, 2007;

NOW, THEREFORE BE IT RESOLVED, that the Alameda County Transportation Authority approves the Financially Unconstrained LATIP. This approval is contingent upon approval by the

Alameda County Transportation Authority Board of Directors substantially in the form in the agenda report.

Entered into this 27<sup>th</sup> day of September 2007 in Oakland, California.

**AYES:**                      **NOES:**                      **ABSTAINED:**                      **ABSENT:**

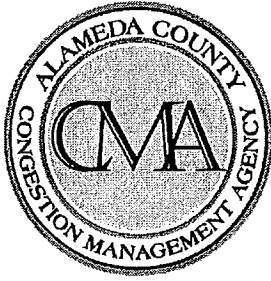
**SIGNED:**

\_\_\_\_\_  
Scott Haggerty, Chairman

**ATTEST:**

\_\_\_\_\_  
Gladys V. Parmelee, Board Secretary

*This page intentionally left blank.*



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

## Memorandum

*September 10, 2007  
Agenda Item 3.2.1*

**DATE:** August 27, 2007

**TO:** Plans and Programs Committee

**FROM:** Ray Akkawi, Manager of I-580 Corridor

**SUBJECT:** Regional Measure 2 (RM2) Project 32: I-580 Tri-Valley Rapid Transit Corridor Improvements: Request for an allocation to repack Subproject 32.1d: Eastbound I-580 HOV Lane Project bid document into smaller contracts.

### Action Requested

It is recommended that the Board approve the following actions in support of delivering Subproject 32.1d: Eastbound I-580 HOV Lane during the construction phase.

1. Approve Board Resolution 07-032 required for the Metropolitan Transportation Commission (MTC) to allocate Regional Measure 2 (RM 2) funds and approve the updates of the Initial Project Report (IPR) for the Subproject 32.1d: Eastbound I-580 HOV Lane requesting \$500,000 in allocations of RM 2 funds to repackage the bid package into smaller contracts.
2. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the subproject.

### Next Steps

Staff will continue working with MTC staff to gain approval by the Commission in September, 2007 for allocation of RM2 funds for the Action Item 1.

### Discussion

#### *Action 1:*

Subproject 32.1d: Eastbound I-580 HOV Lane Project will construct an eastbound HOV lane in the median of I-580 from Hacienda Drive to the Greenville Overcrossing and associated auxiliary lanes and roadway improvements. This will provide congestion relief on eastbound I-580, particularly for express buses and high occupancy vehicles in the evening peak period. The 100% design package has been submitted to Caltrans for review. The project is scheduled to go to bid in the spring of 2008 with an estimated construction cost of \$142 million. At its June 2007 meeting, the Board approved an action brought by Administration and Legislative Committee authorizing the Executive Director to execute contract(s) not to exceed \$500,000 to re-package this project into smaller competitive contracts. Staff has initiated discussion with MTC staff regarding the application of RM2 funds toward the re-packaging. MTC staff agreed to the concept and will bring this allocation to MTC board at its September 2007 meeting. Staff estimated \$500,000 of project development cost is needed



to repackage the bid package into smaller contracts. This cost could be substantially offset by savings in the construction phase.

In compliance with MTC's RM2 policy requirements, a new Board Resolution is required to adopt the CMA's revised IPRs and current allocation requests for this sub-project. Board Resolution 07-032 has been prepared and is shown in Attachment B.

The revision of the IPRs for Subproject 31.1d: Eastbound I-580 HOV Lane Project has been prepared to request additional allocations of RM2 funds from the MTC as follows:

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	ALLOCATION REQUESTED
Value in \$ Thousands						
32.1d Eastbound I-580 HOV Lane Project	PA/ED Design	5,000	500	5,500	5,500	500
	Total	5,000	500	6,000	5,500	500

The revised IPRs are summarized by Fact Sheets (Attachment A) accompanying this memo.

*Action 2:*

The Executive Director, or his designee, will negotiate and execute all necessary agreements with MTC and contractor(s) for the allocation and use of the RM2 funds to deliver the subproject.

**Financial Impact to the CMA**

This requested funding is included in the project budget. This action has no financial impact on the CMA budget.

## ATTACHMENT A

**FACT SHEET – Subproject 32.1d – Eastbound I-580 HOV Lane Project****Subproject Description:**

Construct an eastbound I-580 HOV Lane from Hacienda Drive to the Greenville Overcrossing (11 miles), as well as associated auxiliary lanes and associated roadway improvements. The HOV Lane will be constructed in the existing median of I-580.

No right-of-way required for this subproject. A concurrent planning effort is underway in partnership with the Alameda County Transportation Improvement Authority to reserve right-of-way for the ultimate corridor buildout, which will include a future median transit corridor.

**Need and Purpose:**

The I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Presently, eastbound I-580 is congested particularly in the evening. The Eastbound I-580 HOV Lane Project will relieve congestion for express buses and high occupancy vehicles in the evening peak period.

**Subproject Status:**

The USFWS issued its Biological Opinion and no design alteration is required. The schedule shown in this fact sheet was adjusted to reflect the delay caused by the Biological Opinion. The clearance of the environmental phase is anticipated by November 2007 and the construction is anticipated to begin in early 2008. This project is requesting an allocation for repackaging the nearing completed bid package into smaller contracts so that it would encourage competitive biddings.

**Subproject Cost and Funding:**

PHASE	COST	PROPOSED FUNDING
Preliminary Engineering/ Environmental	\$12,500,000	\$ 7,000,000 – TCRP \$ 5,500,000 – RM2 \$12,500,000
Design	\$ 500,000	\$ 500,000 – RM 2
Right-of-Way	NA	NA
Construction Capital/Support	\$140,869,000	\$18,000,000 – TCRP \$17,669,000 – STIP \$72,200,000 – CMIA \$27,000,000 - SHOPP \$ 6,000,000 - SAFETEA \$140,869,000 Total
<b>TOTAL</b>	<b>\$153,869,000</b>	<b>\$153,869,000</b>

RM2 Proposed: \$500,000 for repackaging the design package.

**Subproject Schedule:**

PHASE	BEGIN	END
Prelim Eng/Environmental	August 2001	Nov 2007
Design	July 2005	December 2007
Right-of-Way	November 2007	December 2007
Construction Capital/Support	June 2008	December 2011

**ATTACHMENT B**

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 07-032**

**Implementing Agency:** Alameda County Congestion Management Agency

**Project Titles:** Allocation Request for the Subproject 32.1d: Eastbound I-580 HOV Lane Project of Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements.

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Congestion Management Agency (CMA) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subprojects 32.1d: Eastbound I-580 HOV Lane Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, project, purpose, schedule, budget, expenditure and cash flow plan for which CMA is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that the CMA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the CMA certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that the CMA approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the CMA approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the CMA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the CMA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the CMA is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1d: Eastbound I-580 HOV Lane Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c):

and be it further

Resolved, that the CMA certifies that the project and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the CMA making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the CMA to deliver such project; and be it further

Resolved that CMA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the

CMA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the CMA shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the CMA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the CMA authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$500,000 for the project, purposes and amounts included in the project application attached to this resolution.

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	ALLOCATION REQUESTED
Value in \$ Thousands						
32.1d Eastbound I-580 HOV Lane Project	PA/ED Design	5,000	500	5,500	5,500	500
				500		
	Total	5,000	500	6,000	5,500	500

and be it further

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the CMA application referenced herein.

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the CMA application referenced herein.

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**SIGNED:**

---

Scott Haggerty, Chairperson

**ATTEST:**

---

Gladys V. Parmelee, Board Secretary

*This page intentionally left blank.*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*September 10, 2007  
Agenda Item 3.2.2*

**DATE:** August 30, 2007  
**TO:** Plans and Programs Committee  
**FROM:** Matt Todd, Manager of Programming  
**RE:** Regional Measure 2 Program:  
I-880 North Safety Improvements, Project 30.1  
Request for Allocation

**Action Requested**

The I-880 North Safety Improvement Project has RM2, STIP, and federal programming. CMA staff is in the process of meeting with the City of Oakland and Caltrans to determine a project implementation plan. Staff proposes to present options to the committee on September 10<sup>th</sup> on how to proceed, including recommendations for allocation/authorizations of funds that may be required from the Board.

**Discussion**

The Project Study report for the I-880 North Safety Improvements Project, addressing the area in the northbound direction of I-880 near 23<sup>rd</sup> Avenue and 29<sup>th</sup> Avenue, provides a delivery strategy that includes a phasing of the project into 4 segments. The total project cost is estimated at approximately \$95M.

Funding that has been programmed to the project includes:

\$10 M	Regional Measure 2
\$ 2 M	SAFETEA Earmark
<u>\$ 5 M</u>	State Transportation Improvement Program (STIP)
\$17 M	TOTAL

The project has also been identified as a candidate for additional funding from the Infrastructure Bond-Trade Corridor program, anticipated to be programmed in FY 2007/08. An application for an additional STIP funding has also been submitted for the 2008 STIP process.

CMA staff is in the process of meeting with the City of Oakland and Caltrans to determine if: 1) A segment of the proposed project or 2) A phase of multiple segments (i.e. the environmental phase), can be accelerated with the existing funding that has been secured for the project.

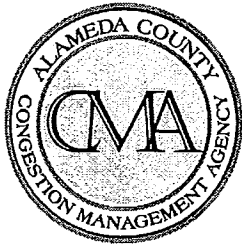
Staff proposes to present options to the committee on September 10<sup>th</sup> on how to proceed, including recommendations on allocation/authorizations of funds that may be required from the Board.

**Financial Impact to the CMA**

The resources associated with the work are included in the current CMA budget. It is anticipated that the staff recommendation presented to the committee will be within the CMA budget constraints. An analysis of the financial impact to the CMA will be included with the proposed recommendation.

Attachment





## ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

### Project Fact Sheet

#### I-880 Operational and Safety Improvements at 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue

**Project Location/Limits** - The project is located on interstate 880 approximately 0.2 miles south of 29<sup>th</sup> Avenue to 0.2 miles north of 23<sup>rd</sup> Avenue.

#### Brief Project Description (include goals of project and how project got started)

This project includes multiple improvements to improve the operations of the project area. The existing I-880 interchanges and ramps at 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue do not meet many of the current Caltrans design standards. The non-standard aspects of this area include interchanges that are very closely spaced, short horizontal curves, short ramp lengths, short weave distances, short vertical clearances under the overcrossings, and narrow shoulder and lane widths. The accident rates at this location are over five times the state average. These existing conditions all contribute to the poor operations of this section of I-880.

With the approval of Regional Measure 2 (RM2) funds for improvements in this area, the ACCMA agreed to take on the sponsorship role for the project with partnering agencies including the cities of Alameda and Oakland, as well as Caltrans. The Jingtletown community has expressed strong support for the improvements in the 23<sup>rd</sup>/29<sup>th</sup> Avenue area since 1999 including eliminating regional travel through the neighborhood and the soundwall component of the project. With the passage of the Transportation Infrastructure Bonds in November 2006, the ACCMA included additional elements to the project that further benefit the I-880 corridor and should allow the project to compete for additional funds. Concurrently, the ACCMA also proposes to conduct a feasibility level study of the Park Street Triangle area.

#### Improvement level Project Description

The project proposes to construct operational and safety improvements on interstate 880 overcrossings, ramps and auxiliary lanes in the area of 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue in the City of Oakland, CA.

The proposed improvements include:

- Relocating the northbound Lisbon Avenue on ramp to begin at 29<sup>th</sup> Avenue;
- Relocating the northbound 23<sup>rd</sup> Avenue off ramp to the northerly side of 23<sup>rd</sup> Avenue;
- Lengthening the northbound auxiliary lane between 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue;
- Removing and reconstructing the 29<sup>th</sup> Avenue overcrossing;
- Removing and reconstructing both the eastbound and westbound 23<sup>rd</sup> Avenue overcrossings;
- Reconstructing the 23<sup>rd</sup> Avenue / I-880 Northbound ramps / 11<sup>th</sup> Street Intersection;
- Lengthening and improving the northbound off ramp at 29<sup>th</sup> Avenue to terminate directly onto the 29<sup>th</sup> Avenue overcrossing; and
- Constructing a sound wall along the northbound auxiliary lane between 29<sup>th</sup> and 23<sup>rd</sup> Avenue.

#### Estimated Construction Cost

\$75 Million

**Allocated Fund(s)**

\$1.1M of RM2 funds allocated for PSR and Environmental work.

**Programmed Fund(s)**

RM2 - \$10 million

SAFETEA Earmark - \$ 2 million

State Transportation Improvement Program (STIP) - \$ 5 million

**Potential Funding Sources and Amount(s)**

STIP – Amount TBD

State Infrastructure Bond (Trade Corridor Account) – Amount TBD (requires matching funds)

**Schedule**

Project is currently in the project development phase

Additional schedule information dependent on receipt of additional funding

**Potential pros**

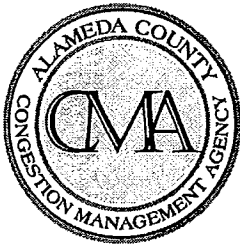
- The improvements will reduce congestion on I-880
- Regional vehicles traveling through the Jingletown neighborhood to access I-880 will be eliminated.
- Construction of the soundwall will reduce noise impacts to the Jingletown neighborhood
- The proposed project will eliminate several existing conditions that do not meet current design standards.

**Potential cons**

- Project may require additional right-of-way
- Temporary traffic congestion and detours along I-880 and the areas surrounding the project site during construction.
- Temporary air and noise quality during construction.

Attachment - Conceptual drawing of the project

***This page intentionally left blank.***



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*September 10, 2007  
Agenda Item 3.2.3*

**DATE:** August 30, 2007

**TO:** Plans and Programs Committee

**FROM:** Vivek Bhat, Associate Transportation Engineer

**SUBJECT:** Regional Measure 2  
Project 29 – Route 84 Westbound HOV On-Ramp Project Close Out Request and,  
Amend Funding Plan Resolution for RM2 Project 29.

**Action Requested**

It is recommended that the Board approve the following actions in support of delivering RM2 Project 29, Regional Express Bus Service for Bridge Corridors.

1. Approve attached Resolution 07-031 to close out RM2 Project 29.2, the Route 84 Westbound HOV On-Ramp Project.
2. Approve Resolution 07-033 which updates the funding plan for sub-elements of RM2 Project 29.

**Discussion**

The CMA and AC Transit have been working in close partnership to deliver the projects identified in the RM2 Project 29 funding plan.

*Action 1:*

The CMA is the RM2 sponsor of the Route 84 Westbound HOV On-Ramp Project referenced as RM2 project number 29.2. The purpose of this project is to reduce the delay to buses and carpoolers entering the Route 84 westbound HOV lane at Newark Boulevard during the morning peak commute by adding a new HOV On-Ramp at the intersection. Work on this project has been suspended since the additional funds required to fully fund the project have not been identified. In June 2006, the CMA Board approved Resolution 06-006 redirecting funds from RM2 project 29.2 (Route 84 Westbound HOV On-Ramp Project) to RM2 Project 29.5 (Route 84/ Ardenwood Boulevard Park and Ride Lot Project). Based on the revised RM2 funding plan (see Action 2), the Route 84 Westbound HOV On-Ramp project will be delayed until an alternative funding plan is identified.

The Metropolitan Transportation Commission (MTC) has requested the CMA to close out RM2 Project 29.2 as there are no further RM2 activities planned for this segment of the project. Resolution 07-031 (Attachment A) is attached detailing the close out action.

*Action 2:*

In September 2004, the CMA Board approved Resolution 04-003 REVISED detailing the funding plan for the sub-elements of RM2 Project 29. In June 2006, the CMA Board approved a resolution authorizing funds to be redirected from RM2 project 29.2(Route 84 Westbound HOV On-Ramp Project) to RM2 Project 29.5 (Route 84/ Ardenwood Boulevard Park and Ride Lot Project) and in May 2007 the CMA Board approved Resolution 07-018 which authorized allocation of \$6.38 Million to the construction phase of RM2 Project 29.3, Route 84 HOV lane Extension Project, which included RM2 funds initially proposed for RM2 Project 29.2 (Route 84 Westbound HOV On-Ramp Project)

MTC has requested the CMA amend the Project 29 (Regional Bus Service for Bridge Corridors) funding plan component of the original resolution to reflect the current funding plan of the Project 29 sub-elements. The Board is recommended to approve Resolution 07-033 (Attachment B) that reflects the changes in the funding plan for Project 29. The overall funding for Project 29 (Regional Express Bus Service for Bridge Corridors) remains unchanged at \$22,000,000.

**Financial Impact to the CMA**

The resources associated with the work are included in the current CMA Budget. The proposed programming is consistent with the CMA Budget.

**Attachments**

**ATTACHMENT A**

**RESOLUTION**  
**07-031**

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 07-031**

Route 84 Westbound Newark Boulevard HOV On-ramp;

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Alameda County Congestion Management Agency is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Route 84 Westbound Newark Boulevard HOV on-ramp Project was approved in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, in this Regional Measure 2 project close-out request, the Alameda County Congestion Management Agency is requesting that MTC close-out the project; now, therefore, be it

Resolved, that Alameda County Congestion management Agency, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Alameda County Congestion management Agency certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that Alameda County Congestion Management Agency is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Alameda County Congestion Management Agency is authorized to submit an application for Regional Measure 2 funds for Route 84 Westbound Newark Boulevard HOV on-ramp Project in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Alameda County Congestion Management Agency certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to Alameda County Congestion Management Agency making allocation requests for Regional Measure 2 funds; and be it further

Resolved that Alameda County Congestion Management Agency indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda County Congestion Management Agency, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Alameda County Congestion Management Agency shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further



Resolved, that Alameda County Congestion Management Agency shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Alameda County Congestion Management Agency authorizes its (Executive Director, General Manager, or his/her designee) to close-out the project.

**DULY PASSED AND ADOPTED** by the ACCMA at the regular meeting of the Board held on September 27, 2007 in Oakland, California, by the following vote:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**SIGNED:**

---

Scott Haggerty, Chairperson

**ATTEST:**

---

Gladys Parmelee, Board Secretary

**ATTACHMENT B**

**RESOLUTION**  
**07-033**

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY  
RESOLUTION 07-033**

Regional Measure 2 Funding Plan for the Regional Express Bus South Project;

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Alameda County Congestion management Agency (ACCMA) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Regional Express Bus South Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the ACCMA and the Alameda Contra Costa Transit District (AC Transit) are joint sponsors of the Regional Express Bus South Project, which is programmed for funding in the amount of \$22,000,000; and

Whereas, individual elements of the Regional Express Bus South Project will be implemented by the sponsoring agencies ACCMA and AC Transit in the amounts, and for the purposes identified, in Attachment A attached hereto and incorporated herein as though set forth at length; and

Whereas, the ACCMA at its Board meeting of September 23, 2004 adopted Resolution 04-03(Revised) which details a funding plan for the Regional Express Bus South Project and ACCMA intends for this Resolution 07-033 to amend the funding plan for Regional Express Bus South Project, now therefore, be it

Resolved, that ACCMA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that ACCMA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

Resolved, that ACCMA approves the funding plan of bridge toll revenues for the purposes and in the amounts set forth in Attachment A; and be it further

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

Resolved, that ACCMA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that ACCMA is authorized to submit an application for Regional Measure 2 funds for the Regional Express Bus South Project in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that ACCMA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to ACCMA making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of ACCMA to deliver such project; and be it further

Resolved that ACCMA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda County Congestion management Agency, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that ACCMA shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

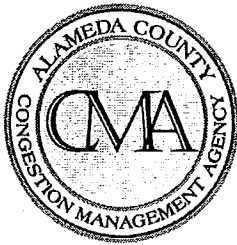
Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be

**Attachment A (ACCMA Resolution No. 07-033)**

**Subelements, Implementation Agencies and RM2 Funding Amounts**

<b><i>RM2 Project #29: Regional Express Bus South for San Mateo, Dumbarton, and Bay Bridge Corridors</i></b>			
<b>Sub-element</b>	<b>Project Title</b>	<b>Implementing Agency</b>	<b>RM2 Amount (thousands)</b>
1	Rolling Stock Purchase	AC Transit	\$ 5,300
2	SR 84 WB HOV on ramp at Newark Boulevard	ACCMA	\$ 39
3	SR 84 WB HOV Lane Extension	ACCMA	\$ 6,435
4	I-880 North Maritime HOV on ramp	ACCMA	\$ 3,515
5	SR 84/Ardenwood Park and Ride Lot	ACCMA	\$ 6,700
		Subtotal	\$21,989
6*	Unspecified Project		\$ 11
		Total RM2 Available for Project #29	\$22,000

\*The specific projects for the balance of funds will be coordinated between ACCMA and AC Transit at a later date.



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*September 10, 2007  
Agenda Item 3.3*

**DATE:** August 28, 2007

**TO:** Plans and Programs Committee

**FROM:** Matt Todd, Manager of Programming

**RE:** Transportation Fund for Clean Air (TFCA) Program Extension Request:  
BART– Electronic Bicycle Locker Project (05ALA01)

**Action Requested**

It is recommended that the Board approve BART's request for an extension to the expenditure deadline for the Electronic Bicycle Locker Project funded by the Transportation Fund for Clean Air (TFCA) Program Manager Funds. The request would extend the expenditure deadline from November 2, 2007 to December 31, 2008. ACTAC is scheduled to consider this item at their September 4<sup>th</sup> meeting.

**Next Steps**

This item will be presented to the CMA Board in September of 2007.

**Discussion**

The BART– Electronic Bicycle Locker Project was approved by the CMA Board as part of the 2005/2006 TFCA Program Manager Funds. The \$ 50,000 funds the installation of bicycle lockers at various locations throughout the BART System in the cities of Berkeley, Dublin and San Leandro. The project sponsor cites extensive delays due to the difficulty in the development of contract specifications & legal review. In addition, the receipt of a single, non-responsive bid for the installation of the project also added to complications for the delivery of the project by the current expenditure deadline. The extension of the expenditure deadline is for 13 months to December 31, 2008. Per the 2005-2006 Air District Guidelines, the program manager is allowed to approve (2) one-year extensions. The third extension request would require written approval from the Air District. This is BART's first extension request for this project.

**Financial Impact to the CMA**

The resources associated with the work are included in the current CMA Budget. The propose schedule revision to the program does not affect the CMA Budget.

Attachment



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

Lynette Sweet  
PRESIDENT

Gail Murray  
VICE PRESIDENT

Thomas E. Margro  
GENERAL MANAGER

**DIRECTORS**

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Bob Franklin  
3RD DISTRICT

Carole Ward Allen  
4TH DISTRICT

Zoyd Luce  
5TH DISTRICT

Thomas M. Blalock  
6TH DISTRICT

Lynette Sweet  
7TH DISTRICT

James Fang  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

July 12, 2007

Ms. Annie Young  
TFCA Project Monitoring  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement  
#05ALA01 to December 31<sup>st</sup>, 2008**

Dear Ms. Young,

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for Alameda County Congestion Management Agency (ACCMA) Funding Agreement #05ALA01 "BART Electronic Bicycle Locker Project" from November 2<sup>nd</sup>, 2007 to December 31<sup>st</sup>, 2008.

In FY 2005/06, the ACCMA allocated \$50,000.00 in Transportation Fund for Clean Air (TFCA) Program Manager funds to BART for Funding Agreement #05ALA01 to furnish and install electronic bicycle lockers at BART stations in the cities of Berkeley, Dublin, and San Leandro. In addition to ACCMA funds, BART has also received funding from the Alameda County Transportation Improvement Authority (ACTIA), TFCA Regional Fund, and Safe Routes to Transit (SR2T) Programs for electronic bicycle lockers. BART is currently preparing a single contract to award these grants together as part of a master project to furnish and install electronic bicycle lockers at Alameda County BART stations.

Due to delays in implementing this project, BART is requesting that the ACCMA extend the expenditure deadline for Funding Agreement #05ALA01 to December 31<sup>st</sup>, 2008, the same deadline currently in effect for the ACTIA and SR2T grants that are also part of this contract. A similar request is being prepared to extend the expenditure deadline for the TFCA Regional Fund grant that is included in this contract, as well.

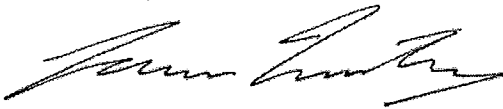
The initial delays in the project were primarily due to the extensive time it took to develop contract specifications and to conduct review by legal staff. The specificity required to meet the smart-card requirements along with the uniqueness of the product made the development of a competitive bid package challenging. We have successfully completed the contract specifications and

contract book. The RFP was advertised in May 2007 and a single non-responsive bid was received on July 3, 2007. We will be reissuing the bid next month and expect a better response on the second bid, based on staff research and contract modifications.

As a result of these delays, BART will not be able to meet the current expenditure deadline of November 2<sup>nd</sup>, 2007 for Funding Agreement #05ALA01. The requested time extension to December 31<sup>st</sup>, 2008 would provide BART with the additional time needed to expend project funding to complete construction, submit final invoices, and submit final monitoring reports.

If you have any questions, please contact me at (510) 464-6446 or Joanne Parker at (510) 464-4795. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laura Timothy', with a stylized, cursive script.

Laura Timothy

Cc: Joanne Parker, BART Capital Development and Control



***This page intentionally left blank.***

2008 STIP Call for Projects: Applications Received			
Index	Agency	Project	Total Request (\$ x 1,000)
1	AC Transit	Telegraph/International BRT	4,000
2	AC Transit	Facilities and Equipment Rehabilitation	7,500
3	AC Transit	CAD & AVL System Upgrades	2,000
4	AC Transit	Broadway/College/University Corridor	350
5	AC Transit	Grand/MacArthur Corridor Imps -Very Small Starts	250
6	ACCOMA	I-80 ICM -Expansion	14,900
7	ACCOMA	I-580 WB HOV Lane	19,100
8	ACCOMA	I-580/680 PSR	15,000
9	ACCOMA	I-880 SB HOV	1,900
10	ACCOMA	I-880 Safety & Operational Improvements	12,400
11	ACCOMA	Caldecott TBD Imps	5,000
12	ACTIA	Rt 84 Expressway in Livermore	15,000
13	Alameda	Willie Stargell Ave (aka Tinker Ave)	2,200
14	Alameda	Fruitvale Bridge Seismic Retrofit (Railroad)	1,400
15	Alameda	I-880 Broadway Jackson, Phase 1	24,800
16	Alameda County	Crow Canyon Safety Imps	4,100
17	Alameda County	Fruitvale Bridge Seismic Retrofit (Roadway)	11,200
18	Alameda County	East Lewelling Roadway Imps	4,802
19	BART	Rail Car Replacement Program	15,000
20	BART	Rail Extension to Warm Springs	110,000
21	BART	Ashby BART Station -Concourse & 2nd Elevator	2,000
22	Berkeley	Ashby BART/Ed Roberts Campus	4,500
23	Hayward	Rt. 238 Corridor Improvement	21,500
24	LAVTA	Satellite Bus Operating Facility	11,000
25	Oakland	Citywide ITS	13,050
26	Oakland	MacArthur Transit Village	14,000
27	Oakland	I-880 42nd & High Access Imps	17,151
28	Oakland	W. Oakland 7th St. Transit Village Streetscape	8,000
29	Oakland	Coliseum Transit Village	5,891
30	Oakland	Latham & Telegraph TOD/Streetscape Imps	3,239
31	Port	7th St Grade Separation	25,000
32	San Leandro	San Leandro-Downtown TOD/Streetscape Imps	2,800
33	San Leandro	Eden Rd. Construction	1,000
34	San Leandro	I-880/Marina O/C and I/C Improvements	3,000
35	San Leandro	Davis O/C and I/C Improvements	10,200
36	San Leandro	E. 14th and Hesperian Intersection Improvements	2,385
37	Union City	UC Intermodal Station	8,000
Total Requests			423,618

***This page intentionally left blank.***



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*September 10, 2007*  
*Agenda Item 4.1.2*

**DATE:** August 30, 2007  
**TO:** Plans and Programs Committee  
**FROM:** Vivek Bhat, Associate Transportation Engineer  
**RE:** State Transportation Improvement Program (STIP)  
FY 2007/08 Status Report

**Action Requested**

No action required. This is an information item.

**Discussion**

Staff will provide information on the approved state budget and how it may affect the State Transportation Improvement Program (STIP) in 2007/08. During the lengthy FY 2007/08 state budget negotiations, the CMA requested sponsors of projects with STIP funding programmed in FY 2007/08 to provide their anticipated dates for both submitting their allocation request and receiving their California Transportation Commission (CTC) allocation vote.

Attachment A lists the summary of estimated allocation dates for Alameda County projects.

**Financial Impact to the CMA**

The resources associated with the work are included in the current CMA budget. The CMA budget includes funds that require CTC approval of fund allocation requests in 2007/08.

# **FY 07/08 STIP Programming -Estimated Allocation Dates**

								If "No", Plan for Allocation:	
Index	Sponsor	PPNo.	Project	Programmed Amount	Phase	Allocated? (Yes/No)	If "Yes", Date Allocated	Submit Allocation Request	CTC Allocation Vote
1	AC Transit	20009I	Bus Component Rehabilitation	7,738	Con	No		towards later half of 07/08	towards later half of 07/08
2	AC Transit	2009X	AC Transit Zero Emission Bus Program	7,810	Con	No		submitted	9/5/2007 <del>9/20/2007</del>
3	ACCMA	62E	RT 80 Integrated Corridor Mobility -(CC Co.)	954	Env	No		submitted	9/5/2007 <del>9/20/2007</del>
4	ACCMA	16O	I-680 SB HOT Lane Accommodation	8,000	Con	No		Jan '08	3/12/08
5	ACTIA	16U	I-580 Castro Valley Interchange Improvements	7,315	Con	No		March '08	5/28/08
6	Alameda (City)	2009N	Tinker Ave Extension	4,000	Con	No		April '08	6/25/08
7	Alameda Co	2009L	Vasco Rd Safety Improvements	4,600	Con	No		Sept or Oct '07	11/8/07 or 12/13/07
8	BART	1014	BART Transbay Tube Seismic Retrofit	38,000	Con	No		submitted	9/5/2007 <del>9/20/2007</del>
9	BART	2009Y	Ashby BART Concourse/Elevator Improvements	2,000	Con	No		March '08	5/28/08 or 6/25/08
10	BART	2009P	BART Station Renovation	248	PSE	No		submitted	9/5/2007 <del>9/20/2007</del>
11	BART	2009P	BART Station Renovation	3,000	Con	No		March '08	5/28/08 or 6/25/08
12	Berkeley	2009W	Ashby BART Station Intermodal Improvements	2,614	Con	No		March '08	5/28/08 or 6/25/08
13	Berkeley	2009W	Ashby BART Station Enhancements -TE	1,200	Con	No			
14	Caltrans	1017	Rte 84: Extend Dumbarton HOV Lanes	2,490	Con	No		submitted	9/5/2007 <del>9/20/2007</del>
15	Caltrans	112A	I-580: Aux and HOV Lanes (segment 1)	17,669	Con	No		Nov ' 07	1/10/08
16	Caltrans	A157D	I-680: Sunol Grade SB, HOV Phase 3	7,246	Con	No			
17	MTC	2100	Planning, Programming, and Monitoring	113	Con	Yes	7/26/07		
18	MTC/ACCMA	2179	Planning, Programming, and Monitoring	1,311	Con	Yes	7/26/07		
19	Oakland	1022	Rt 880 Access at 42nd Av/High St	5,990	R/W	No		Sept '07	11/8/07
20	Oakland	2100C1	MacArthur Transit Hub/Village Enhancements -TE	193	Con	Yes	7/26/07		
21	Union City	2110	Union City Intermodal Station (supplemental)	4,600	Con	No		submitted	9/5/2007 <del>9/20/2007</del>